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AND AUSTRALIA, 20, and for  
PRIVATE RESIDENTS AT THE  
COURT.  
A Comprehensive and Complete  
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NEWS OF THE FAR EAST  
is given in the  
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ESTABLISHED 1857

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TO SELECT FROM  
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Hongkong, 1st October, 1908. [a40-2]

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Hongkong, 29th April, 1908. [a1647]

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Hongkong, 9th May, 1907. [1374]

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Hongkong, 14th November, 1908. Hongkong. [a1555]

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**RED CROSS WHISKY**  
IS THE BEST.  
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EVERY BOTTLE.  
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Hongkong, 22nd January, 1909. [a29]

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No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels  
to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra  
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12 Selected Ash Cues.	1 Wall Cue Rack.
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Hongkong, 1st April, 1904. [697-1]

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The GOLD MEDAL for Quality in the  
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**"WHITE HORSE" WHISKY.**  
TO HIS MAJESTY  
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By Royal Appointment.

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Rugby Guide and How to play "Rugby," by  
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How to Sprint.  
Football Guide and How to play "Soccer,"  
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How to play Water Polo. [a32]

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Hongkong, 16th October, 1907. [176]

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Hongkong, 7th January, 1909. [37]

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Well Furnished Reception Rooms.  
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Electric Lifts to each Floor.  
Electric Lighting and Fans.  
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Every Comfort.  
Ladies' Afternoon Tea Rooms.  
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Matron in attendance.  
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A. F. DAVIES, Manager.

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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
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Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
For Terms, &c., apply to the  
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Hongkong, 24th July, 1905. [a230]

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APPROACH FROM KENNEDY ROAD AND  
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**ELECTRIC LIGHT, Hot and Cold Water**  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
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STANDING in its own grounds with Tennis  
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Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
Telephone, No. 690.  
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"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a44]

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A thoroughly First-Class and Up-to-Date Hotel.  
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MODERATE RATES.  
Telegraphic address: "Comfort," Hongkong.  
For Particulars, apply to  
**M. MATTHAEY,**  
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Hongkong, 5th October, 1908. [a43]

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MACAO.  
THE Hotel is under European manage-  
ment and most strict supervision as to  
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All comforts of a home.  
A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
city of Macao.  
Macao is 40 miles south-west of Hongkong.  
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and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to  
THE MANAGER. [a196]

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Telegraphic address—"VICTORIA, SHAMKUN."  
SITUATED ON THE BRITISH CONCESSION.

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MANAGER—MR. H. N. BEAUNEPAIRE.  
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Both Hotels electrically lighted, and under  
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GUIDES AND CHAIRS PROVIDED.  
Every information and special attention given  
to Tourists.  
REASONABLE RATES.  
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Proprietor. [a1623]

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**THE HONGKONG ICE COMPANY, LTD.**  
Have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sunday  
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G. K. HAXTON, Manager.  
Hongkong 1st April, 1908. [48]



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MEERSCHAUM AND BRIAR PIPES, CALA-  
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SMOKERS' COMPANIONS, MEERSCHAUM  
AND AMBER CIGAR AND CIGARETTE  
HOLDERS, CIGAR AND CIGARETTE CASES  
in real CROCODILE SKIN, SNAKE SKIN,  
etc., TOBACCO POUCHES IN BEAVER,  
CROCODILE, SNAKE AND DOG SKIN, etc.,  
TOBACCO BOXES AND JARS, ASH TRAYS.

ALL THESE GOODS ARE OF THE  
HIGHEST CLASS  
AND SPECIALLY SELECTED.

A. S. WATSON & CO.,  
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KOWLOON DISPENSARY.

Hongkong, 6th January, 1909. [29]

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LONDON OFFICE: 151, FLEET STREET, EC

## The Daily Press.

HONGKONG, JANUARY 22ND, 1909.

In McClure's Magazine for the current month  
we have the final instalment of the trans-  
lation of General KUROPATKIN's suppressed  
book on the war. Although in the previous  
instalments we have had very trenchant  
criticism of the discipline of the army in the  
field under "officers who could not lead," the  
author has not a shadow of doubt of Russia's  
eventual success, had the war been prolonged.  
"Never in our military history," he  
he says, "has Russia sent out forces of such  
strength as in September 1905 when we  
unexpectedly received the fatal news that  
an agreement between our representatives  
and the Japanese had been reached at Port-  
smouth." By that time, he goes on to  
explain, they had rid themselves largely of  
the older reserves by sending them to the  
rear-guard and had obtained in exchange  
several hundred thousand young men—new  
recruits, enlisted as regulars, a great propor-  
tion of whom had volunteered to join the  
army. For the first time since the begin-  
ning of the war the army was filled up to its  
full complement. An army of a million men,  
well organised, seasoned by fighting and  
supplied with officers upon whom they  
could thoroughly rely, were preparing to  
continue the bloody conflict, with the  
Japanese, when, owing to "painful  
internal disorders, and a hostile or, at best,

indifferent sentiment among the Russian  
public toward the war—as "unfortunate  
peace" was concluded by Russia. The  
result of this premature conclusion of peace,  
he says, is that the "Yellow Peril,"  
only recently foreseen, has now arrived.  
It is in the author's summing up of the  
lessons of the war that we are now chiefly  
interested. Consolation is derived from the  
consciousness which the war gave to Russia  
that her Western neighbours are not cherishing  
any plans of conquest so far as Russia  
is concerned. Complications had been  
feared and this fear, General KUROPATKIN  
says, influenced the fortunes of the war,  
because her best troops were withheld to  
defend Russia when they should have been  
at the front in the Far East. He goes on  
to point out that the chief work of the  
Russian army in the last two hundred years  
has consisted in the enlargement of the  
Empire's boundaries on the North-West  
and on the South, and the result has been  
that the boundaries of the Empire have  
begun to be surrounded by a population  
"not sufficiently amalgamated" with the  
Russian people. In this respect, he says  
Russia's frontiers now are less favourable in  
a military sense than they were in 1700.  
Russia, in her frontier of 11,000 miles,  
contiguous to nine different kingdoms needs,  
in his opinion, no alterations in her boundary  
lines. In a Report to the Emperor in 1900,  
he wrote—

"However legitimate may be our desire to  
possess outlets on the Black Sea and upon the  
Indian and Pacific Oceans, yet these matters  
affect the interest of almost the entire world so  
deeply that if we started to secure them, we  
should have to prepare for a conflict against a  
coalition consisting of England, Germany, Tur-  
key, Austria, and China and Japan. It is not  
the mere fact of Russia's movement toward this  
or that of the outlets just mentioned that is ter-  
rible to these Powers, but the consequences that  
would ensue should the attempt be successful.  
The possession of the Bosphorus and of an out-  
let to the Mediterranean Sea would enable us to  
take decisive action in the Egyptian question, in  
order to make the Suez Canal international. An  
outlet on the Indian Ocean would constitute a  
permanent threat to India. But the thing cer-  
tainly, most of all, to frighten the more cultured  
peoples of Europe and America, which furnish  
the whole world with the products of their fac-  
tories and foundries, would be Russia's entrance  
into competition with them for the world's  
market. Holding in our hands railway lines  
connecting the Pacific Ocean and the Baltic  
Sea, and having outlets to the Mediterranean  
and the Indian and Pacific Oceans, Russia, with  
her inexhaustible natural wealth, would become  
a formidable commercial competitor to the  
powers of the entire world.

"In view of the vast bodies of armed forces  
that the nations concerned possess, it is obvious  
that neither in the eighteenth nor the nineteenth  
centuries have we encountered such difficulties  
and dangers as we should inevitably encounter  
in wars in the twentieth century waged in con-  
flicts for warm seas. The forces of the present  
generation might prove insufficient for the at-  
tainment of possessions necessary only to future  
generations. More than that, an examination  
of our military forces might lead to the conclu-  
sion that the execution of new tasks, indispen-  
sable for the Russia of the year 2,000—with  
its 400,000,000 of population—is not only  
beyond the strength of the generation now liv-  
ing, but that now, in consequence of the rela-  
tively greater military preparedness of our  
neighbours, even the maintenance of Russia's  
present boundaries in their integrity would be-  
come extremely difficult."

That is an eminently satisfactory view  
of the Russian position as far as the  
world at large is concerned, but General  
KUROPATKIN shares with H.M. the KAISER  
an overwhelming dread of the "Yellow  
Peril." He has always, he says, been a  
thoroughly convinced advocate of the idea  
that peaceful co-operation between Russia  
and England in Asia was imperative, and an  
opponent of all offensive plans in the direc-  
tion of India. Establishment of friendly  
relations with England is not only natural  
but desirable, he says, "for, in the event of  
a rebellion against England in India, we  
should be on the side of the English." The  
twentieth century, in General KUROPATKIN's  
opinion, is bound to bring a terrible  
conflict in Asia between Christian and non-  
Christian races, and he adds: "For the  
good of humanity, it is imperative and  
necessary that in the conflict we should be  
the ally of Christian England against the  
non-Christian races of Asia." Sir  
ROBERT HART, on the other hand, has  
been comforting the world with the  
reflection on that the development of  
China as a military power will afford a  
guarantee of permanent international peace.  
Time alone will decide which is the true  
prophet. No man can say what will happen  
but we should imagine that the cultural pro-  
gress of the Asiatic races, the growing  
success of diplomacy and the develop-  
ment of international commerce, combined  
with an almost entire absence of religious  
fanaticism in Asia, all tend to discredit  
the bogey of a great conflict in which the  
whole military strength of non-Christian  
Asia will be measured against the amal-  
gamated forces of Christian Europe.

Yesterday's bulletin said: "Her Excellency  
Lady Lugard's condition, although varying  
during the course of the day, is on the path of  
improvement."

Owing to the incidence of the China New Year's  
holiday there will be no issue of the Hongkong  
Daily Press tomorrow. The latest telegrams  
will be issued in the Morning Shipping Extra.

Mr. A. J. Brackbury, private secretary to  
H.E. the Governor, leaves tomorrow en route  
for Nigeria where he takes up the duties of an  
Assistant Resident. He is going direct and ex-  
pects to reach his destination in little over a  
month.

Sir Cecil Clementi Smith, the Imperial Opium  
Commissioner appointed to represent Great  
Britain at the forthcoming International Opium  
Conference, arrived in Hongkong yesterday.  
He was the guest of H.E. the Governor until  
his departure this morning.

Mr. George Joseph Lavino, of 4, Whitehall-  
court, London S.W., late Consul-General for the  
Netherlands at Singapore, who died at Lucerne  
on November 18, left estate of the gross value  
of £35,713, of which the net personally has been  
sworn at £34,724. He left his collection of  
Eastern arms to Sir Eyre Cote, of West Park,  
Damerham, Salisbury.

The Mail Tables annually published at the  
Hongkong Daily Press Office, are now ready for  
the current year. They give the dates of depar-  
ture of the English, French, German, American  
and Canadian Mails from Hongkong with the  
approximate dates of arrival at their destinations,  
and they show also the earliest dates at which  
replies to letters may be expected. The useful-  
ness of these Mail Tables is obvious.

In the King's speech read at the prorogation  
of Parliament the following paragraph occurs:  
—"I have appointed Commissioners to attend  
Shanghai in February to investigate the opium  
trade and opium habit in the Far East, and to  
offer suggestions for measures which the Powers  
concerned may adopt for the gradual suppression  
of the cultivation, traffic, and use of opium  
within their Eastern possessions, with a view to  
assisting China in her purpose of eradicating  
he opium trade in the Chinese Empire."

The Alexandra Cinematograph, 2, Zet-  
land Street, after being rebuilt, reopened  
its doors last night to a numerous audience  
which very much appreciated the pic-  
tures. The subjects were well chosen and  
the entertainment is of a higher standard  
than usually seen in the Colony. The  
proprietor intends to make it a family attraction  
and will cater for schools. There are subjects in  
preparation which will however please grown-ups.  
A matinee for children is announced in our  
advertising columns for this afternoon and to-  
morrow afternoon 3 p.m., at which children and  
adults are admitted at half price.

The Salvation Army, in Java, has departed  
on a new line of work by taking up Govern-  
ment contracts, through its Commander, at  
Samarang. It has contracted to supply the  
Government hospitals there with rations and  
other supplies. The contract runs from 1909 to  
1913. The Salvationists have also taken over  
the management of the Government Leprosy  
hospital there for a while on trial. They had  
offered to run the establishment in return for a  
grant-in-aid from Government. The patients  
dislike the arrangement, from fear that they  
would be compelled to follow strict rules and be  
made to work for the benefit of the Army.  
The subsidy is less than the Government outlay  
on the Asylum.

## CORRESPONDENCE.

## THE SANITARY BOARD ELECTION.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR—I was unfortunately absent when the  
result of the poll was declared yesterday evening,  
and desire to take this opportunity of  
publicly thanking my supporters and assuring  
them that I shall do my best to justify the con-  
fidence which they have reposed in me. I am,  
Sir,

Yours faithfully,

GERARD H. L. FITZ WILLIAMS.  
31, Queens Road, January 21st.

## HARMSTON'S CIRCUS.

The spacious tent at Causeway Bay was well  
filled again last night when the skilful perfor-  
mance, of which this circus is composed once more scored  
a success. Gymnasts, dancers and acrobats were  
seen at their best, and that their performances  
were appreciated the rapturous applause of the  
spectators bore witness. Pure, unalloyed mirth  
was furnished by the clever clown of the troupe,  
while the performances of the tigers, ponies and  
other animals reflects the highest credit on their  
trainers. There can be no doubt that much time  
and patience had been expended on their educa-  
tion. Before the opening of the circus, and  
during the intermission, the spectators had an  
opportunity of inspecting the splendid menagerie  
and a large crowd surrounded the cages of the  
various wild beasts or made friends with the  
elephant, who will display his qualities as a  
performer in the arena on Monday. From  
every point of view the circus can be regarded  
as a great success, combination, skill and all  
other qualifications necessary to this end being  
incorporated in Harmston's.

To-day, being a public holiday, there will be  
a matinee at 3.30 p.m., the management being  
satisfied that the afternoon performances are  
appreciated. This fact is borne out by the large  
attendance which assembled on Wednesday  
afternoon. There will also be a matinee on  
Saturday afternoon, and without doubt there  
will be a large attendance in the afternoon and  
again in the evening.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived  
Nagasaki at 8 a.m. on Thursday the 21st inst.  
and left again at 3 p.m. same day for Kobe  
where she is due to arrive at 5 p.m. to-day.  
The Sikk. pr. R.M.S. *Empress of India*  
arrived in New York on Wednesday the 20th  
inst.

The C.P.R. str. *Monteagle* left Vancouver  
a.m. on Sunday the 17th inst. for Hongkong  
via the usual Ports of Call.

## TELEGRAMS.

[Protected by the Telegraphic Messages  
Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE JAPANESE DIET.

TOKYO, January 21st.  
The Diet resumed its sittings to-day  
and the Budget was introduced.  
In the House of Peers Count Ka-  
sura, the premier, outlined his policy.

STEAMER WRECK ON THE  
JAPAN COAST.

TOKYO, January 21st.  
The steamer "Adato," for which  
Messrs. Dodwell and Co. are the  
agents, stranded at Oshima on Tues-  
day night in a snowstorm.

Her position is reported to be  
hopeless.  
The steamer was bound from Yoko-  
hama for Hongkong.

[The "Adato," which belongs to the Ocean  
Navigation Company, Glasgow, is a steel screw  
steamer of 3347 tons. She was built at Port  
Glasgow in 1899.]

THE TOKYO TRAMWAY  
AFFAIR.

TOKYO, January 21st.  
The petition presented to the Home  
Office by the Tokyo Tramway Co. has  
been rejected on the ground that the  
figures given in the petition are  
inaccurate.

[Our Tokyo correspondent deals fully with  
this matter in his letter published in another  
column of to-day's issue.]

REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS."CALIFORNIA AND JAPANESE  
IMMIGRATION.STATEMENT BY THE GOVERNOR OF  
CALIFORNIA.

LONDON, January 20th.  
The Governor of California, in a  
statement made after a conference  
with the leaders in the State Legisla-  
ture, says he is convinced that no  
Anti-Japanese legislation will be  
enacted. He is satisfied that the  
legislators and people of California  
appreciate the efforts of the Federal  
Government to induce Japan to arrest  
emigration to the Pacific Slope, and,  
in his judgment, it would be a serious  
mistake to enact Anti-Japanese laws.  
The wishes of the Federal Government  
should, and will, be carefully consid-  
ered by California.

BRITISH ARMY AEROPLANE  
SMASHED.

LONDON, January 20th.  
The re-modelled Army aeroplane  
made two short flights at Aldershot  
to-day.

It fell in the second effort ten feet  
and was smashed, but nobody was  
hurt.

## THE BOYCOTT IN TURKEY.

LONDON, January 21st.  
The Government of Turkey has  
instructed the Customs Authorities to  
proceed with the necessary measures  
to suppress the boycott of Austrian  
and Bulgarian products inasmuch as  
Austro-Hungary are taking steps to-  
wards settling existing differences and  
a decision has been taken to establish  
an agreement with Bulgaria.

## DOCK STRIKE IN RANGOON.

Several Chinese clerks, employed by firms  
shipping rice in the steamer *Pakitana*, struck  
work at Rangoon, on December 30, and  
tried to prevent others from carrying on  
their duties. The officers of the ship, assisted  
by European and Burmese sailors, quickly  
overpowered them and word was sent  
to the British India Company's head office,  
whence the Port Police were notified of the  
occurrence. The Superintendent despatched  
native constables under European sergeants  
to the scene, and they soon drove the clerks  
off the ship and restored order.

The reason given for the disturbance was  
that the ships' officers refused to serve the  
Chinese clerks with food. This is an unusual  
demand on the part of Chinese clerks, and  
has never been granted. Later in the day  
a compromise was effected. The prompt action  
of the ship's officers and tally clerks prevented  
serious trouble from occurring.

## LOCAL SPORT.

## CRICKET.

ARMY V. NAVY.  
A two days' match between teams representing  
the Army and Navy was concluded on the  
ground of the Hongkong Cricket Club yester-  
day, and ended in a win for the Army eleven by  
seven wickets and five runs. There were many  
spectators present on both days, and on each  
afternoon a band was in attendance. On Wed-  
nesday the band of H.M.S. *Bedford* provided  
the music, while yesterday afternoon selec-  
tions were played by the band of the  
105th Mahratta. The feature of the game  
was the remarkable batting of the Rev.  
Maudrell of the Naval eleven who recorded the  
large score of 260 and carried his bat. This was  
in the first innings of the Navy. In the same  
innings the tidy score of 68 was contributed by  
Oliver before he was given out l.b.w. In the  
second innings of the sailors the total score  
fell considerably, Mullenoux's 36 being the  
highest number of runs registered, while the  
Rev. Maudrell again made 32 before being run  
out. In the first innings of the Army  
Lieut. Anderson contributed the good score of  
110, and Lieut. Bagnall 84. The second  
innings closed with the loss of four wickets.  
Captain Beasley, not out, having then con-  
tributed 60 runs. In the first innings of the  
Navy the majority of the wickets fell to Baird,  
and in second Garnett took six for a total of 63  
runs. The most successful bowlers for the  
Navy were Mullenoux and Walter. Scores and  
analysis are as follows:—

NAVY: 1st INNINGS.			
Rev. Maudrell, not out	260		
Lieut. Fovey, b. Garnett	0		
Commander Walter, St. Green, b. Garnett	3		
Lieut. Baird, St. Green, b. Garnett	4		
Mr. Johnston, b. Mullenoux	14		
Mr. Oliver, l.b.w., b. Baird	63		
Lieut. Mullenoux, b. Baird	36		
Lieut. Edgell, c. and b. Baird	1		
Staff-Surgeon Tomlinson, b. Bagnall	11		
Lieut. Haddon, c. Green, b. Anderson	13		
Ensign, Lieut. Edwards, c. Studd, b. Anderson	15		
Extras	10		
Total	448		

BOWLING ANALYSIS.			
Baird	29	8	134
Garnett	13	1	61
Bagnall	9	5	50
Anderson	11	2	3
Beasley	4	—	25
Chibhotar	4	—	42
Haughton	3	8	21

ARMY: 1st INNINGS.			
Capt. Beasley, not out	41		
Lieut. Green, b. Maudrell	11		
Lieut. Haughton, b. Walter	58		
Lieut. Anderson, c. Johnston, b. Mullenoux	110		
Capt. Garnett, c. Baird, b. Mullenoux	22		
Lieut. Bagnall, c. Edgell, b. Mullenoux	84		
Captain Baird, c. Maudrell, b. Walter	40		
Lieut. Studd, b. Mullenoux	9		
Lieut. James, b. Mullenoux	4		
Captain Murray, not out	22		
Lieut. Lippmann, b. Mullenoux	28		
Extras	38		
Total	394		

BOWLING ANALYSIS.			
Mullenoux	28	1	113
Maudrell	24	2	124
Walter	19	1	12
Haddon	8	—	88
Bedwell	9	—	17

NAVY: 2nd INNINGS.			
Rev. Maudrell, not out	32		
Lieut. Haddon, c. Green, b. Garnett	0		
Commander Walter, b. Baird	19		
Mr. Oliver, St. Green, b. Garnett	8		
Ensign, Lieut. Edwards, c. Haughton, b. Garnett	8		
Mr. Johnston, c. Lippmann, b. Garnett	16		
Lieut. Mullenoux, c. Andrew, b. Lippmann	36		
Staff-Surgeon Tomlinson, not out	4		
Lieut. Edgell, c. Green, b. Garnett	7		
Lieut. Baird, St. Green, b. Lippmann	14		
Extras	14		
Total	143		

ARMY: 2nd INNINGS.			
Captain Beasley, not out	90		
Captain Murray, c. Maudrell, b. Walter	1		
Lieut. Haughton, c. Maudrell, b. Walter	23		
Lieut. Anderson, b. Haddon	19		
Lieut. Bagnall, c. Oliver, b. Walter	4		
Captain Garnett, not out	12		
Extras	14		
Total	133		

BOWLING ANALYSIS.			
Mullenoux	10	1	46
Walter	10	1	48
Haddon	8	—	27
Maudrell	2	—	1

BOWLING ANALYSIS.			
Mullenoux	10	1	46
Walter	10	1	48
Haddon	8	—	27
Maudrell	2	—	1

BOWLING ANALYSIS.			
Mullenoux	10	1	46
Walter	10	1	48
Haddon	8	—	27
Maudrell	2	—	1

BOWLING ANALYSIS.			
Mullenoux	10	1	46
Walter	10	1	48
Haddon	8	—	27
Maudrell	2	—	1

BOWLING ANALYSIS.			
Mullenoux	10	1	46
Walter	10	1	48
Haddon	8	—	27
Maudrell	2	—	1

BOWLING ANALYSIS.			
Mullenoux	10	1	46
Walter	10	1	48
Haddon	8	—	27
Maudrell	2	—	1

BOWLING ANALYSIS.			
Mullenoux	10	1	46
Walter	10	1	48
Haddon	8	—	27
Maudrell	2	—	1

BOWLING ANALYSIS.			
Mullenoux	10	1	46
Walter	10	1	48
Haddon	8	—	27
Maudrell	2	—	1

Philips, A. R. F. Raven, E. B. Reed, A. R. Sutherland, F. Sutton, R. C. Witchall. Reserves:—A. M. Thornhill and F. E. Beach. R.G.A. team: Capt. Dwyer, Garnott, Beasley, Lt. Chapman, Lt. Bagnall, C.S.M. Owen, 1. orpl. Russell, Gunners Fuller, Fitzgerald and Swatton.



**THERE IS NO**

**\$298,87**

[illegible]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

CHINESE NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (FRIDAY) and TO-MORROW (SATURDAY), the 22nd and 23rd inst., respectively.

By Order, A. R. LOWE, Secretary.

Hongkong, 22nd January, 1909. [222]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

CHINESE NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (FRIDAY) and TO-MORROW (SATURDAY), the 22nd and 23rd inst., respectively.

By Order, A. R. LOWE, Secretary.

Hongkong, 22nd January, 1909. [223]

ALEXANDRA CINEMATOPH

No. 2, ZETLAND STREET—CORNER OF HOBBAIN-ALI'S—NEAR CLOCK TOWER.

The Coolest and most Central Hall.

TO-NIGHT AND EVERY EVENING.

No Artists but THE LATEST FILMS FROM LONDON AND PARIS.

FAMILY PROGRAMME.

Hours 9.15 to 11 P.M.

Admission \$1.20, 80 cts. and 50 cts.

MATINEES—TO-DAY (FRIDAY), 22ND

&amp; TO-MORROW (SATURDAY), 23RD JAN.

AT 3 P.M.

Children Half Price.

Hongkong, 22nd January, 1909. [224]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 200 of 1908

Between

THOMAS ALEXANDER MITCHELL

a Bankrupt Plaintiff,

and

JOHN LEMM, Defendant.

NOTICE IS HEREBY GIVEN that a

WRIT OF FOREIGN ATTACH-

MENT returnable on the 6th day of February,

1909, against all the property movable and

immovable of the above Defendant within the

Jurisdiction of the Supreme Court of Hongkong

has been issued in this action pursuant to

Section 453 of the Hongkong Code of Civil

Procedure.

Dated the 20th day of January, 1909.

DEACON, LOCKER &amp; DEACON,

Solicitors for the Plaintiff.

[225]

## TO LET.

LARGE, BRIGHT, LIGHT, COMFORT-

ABLE DOUBLE ROOM, suit two

Bachelor Friends, 875 each. Seven minutes

from Clock Tower. Harbour View. First

Level. Very Good Table. Apply A. N.

Care of "Daily Press" Office.

Hongkong, 23rd January, 1909. [226]

"BEN" LINE OF STEAMERS.

FOR GENOA AND BORDEAUX.

THE Steamship

"BENVOLICH."

Captain Webster, will be despatched as above

on or about 25th inst., at Daylight.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 22nd January, 1909. [227]

THE HONGKONG WEEKLY PRESS &amp;

CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

Leading Articles:-

Hongkong Sanitary Board Election.

American Politics.

The British Parliamentary.

Random Reflections.

Hongkong News.

Sanitary Board.

Serious Stealing Affair.

The s.s. "Fetah" at Harbour View.

The Sanitary Election.

The District in Italy.

Alleged Opium Smuggling in the

Philippines.

Supreme Court.

Consular Changes in China.

A Derailed Junk with a Starving Crew.

Kulungu (Army) Municipal Council.

Englishman Murdered in the Interior.

Our Military Contribution.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to

addresses sent, including postage 34 cents each

or 51 Cents for three copies.

Subscription: \$12 per annum, payable in

advance, postage 82.

Hongkong, 22nd January, 1909.

SUTTON'S SEEDS.

Special Selections for South China.

CHINA EXPRESS CO.

3, Duddell Street, Hongkong,

Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

## NEW ADVERTISEMENTS

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MID-LESBROUGH, ANTWERP,

LONDON, COLOMBO AND

SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, Con-

signees of cargo are hereby informed that their

Goods, are being landed and placed at their risk

in the Hongkong and Kowloon Wharf and

Godown Company's Godowns at Kowloon, where

each consignment will be sorted out mark by

mark and delivery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried on unless

instructions are given to the contrary before

Noon, To-day.

Goods not cleared by 28th Jan., will be

subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the

Godowns for examination by the Consignee's

and the Co.'s representatives at an appointed

hour. All claims must be presented within ten

days of the steamer's arrival here, after which

date they cannot be recognised. No claims will

be admitted after the goods have left the

Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 21st January, 1909. [223]

PUBLIC COMPANIES

CHINA COMMERCIAL CO., LTD.

NOTICE

NOTICE IS HEREBY GIVEN that the

TENTH ORDINARY GENERAL

MEETING of the CHINA COMMERCIAL CO.,

LTD., will be held at the Company's Registered

Office No. 5, Queen's Building, Chater Road,

Hongkong, on WEDNESDAY, the 27th

January, 1909, at 3 P.M., to transact the

Ordinary Business of the Company.

J. SCOTT HARSTON,

Chairman.

Hongkong, 20th January, 1909. [212]

THE HONGKONG LAND RECLAMA-

TION, COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the

EIGHTH ORDINARY MEETING

of Shareholders in this Company will be held

at the Company's Offices, Victoria Buildings,

on THURSDAY, the 28th January, 1909,

at 11.15 A.M., for the purpose of receiving the

Report of the Directors together with a

Statement of Accounts for the year ending

31st December 1908.

The REGISTER of SHARES of the

Company will be CLOSED on THURSDAY,

the 28th January (both days inclusive) during

which period no transfer of shares can be

registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE,

Secretary.

Hongkong, 14th January, 1909. [188]

THE WEST POINT BUILDING CO.,

LIMITED.

NOTICE IS HEREBY GIVEN that the

TWENTY-FIRST ORDINARY

MEETING of Shareholders in this Company

will be held at the Company's Offices, Victoria

Buildings, on THURSDAY, the 28th January,

1909, at 11.30 o'clock A.M. for the purpose of

receiving the Report of the Directors together

with Statement of Accounts for the year ending

31st December, 1908.

The REGISTER of SHARES of the

Company will be CLOSED on TUESDAY, the

19th January to THURSDAY, the 28th Jan.

(both days inclusive), during which period no

transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

HONGKONG LAND INVESTMENT &amp; AGENCY

COMPANY, LIMITED.

General Agents for the

West Point Building Company, Ltd.,

Hongkong, 12th January, 1909. [178]

THE HONGKONG LAND INVESTMENT

&amp; AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the

TWENTY-SECOND ORDINARY

MEETING of Shareholders in this Company

will be held at the GENERAL MANAGERS'

OFFICE, Second floor, 8A, Des Vaux Road, on

FRIDAY, the 29th January, 1909, at 2.30

o'clock P.M. for the purpose of receiving the

Report of the Directors together with State-

ment of Accounts for the Year ending 31st

December, 1907.

The REGISTER of SHARES of the

Company will be CLOSED from 22nd January to

29th January (both days inclusive) during which

period no transfer of Shares can be registered.

For the Board of Directors,

A. F. ARCULLI,

Secretary.

Hongkong, 14th January, 1909. [199]

THE YANGTZE INSURANCE

ASSOCIATION, LIMITED.

SHARE CERTIFICATE No. 4448 repre-

senting 8 Shares of THE YANGTZE

INSURANCE ASSOCIATION, LIMITED, registered

in the name of HOW CHONG (何昌) has

been declared to be LOST.

This is to Give Notice that if the above-

mentioned Certificate be not presented at this

Office within One Month from Date, a New

Certificate will be issued in place thereof.

By Order of the Board of Directors,

W. B. JACKSON,

Secretary.

No. 26, The Bund, Shanghai,

13th January, 1909. [206]

## INTIMATIONS

**HARMSTON'S**  
**GRAND CIRCUS**  
AND  
**ROYAL MENAGERIE OF**  
**PERFORMING WILD**  
**ANIMALS.**

TO-NIGHT AT 9 P.M.

OUR ALL STAR COMPANY  
HEADED BY THE MARVELLOUS  
FRANTZ TROUPE.

COME AND SEE  
THE GREAT ANIMAL ACT!  
AND  
WILLIAM SCHULTZ LOOPING  
THE LOOP.

NEXT MATINEES—

TO-DAY (FRIDAY) AND  
TO-MORROW (SATURDAY),  
JAN. 22ND & 23RD, AT 3.30 P.M.

Doors Open at 2.30 P.M.

Children Half-Price at Matinees only.  
Prices ... \$3, \$2, \$1 and  
50 cts. for Chinese only.

Booking at ROBINSON PIANO CO., LTD.  
A Special Service of Cars will run between  
Post Office and the Circus before and after the  
Performance.

COL. R. LOVE,

Manager.

Hongkong, 21st January, 1909. [164]

CHINESE NEW YEAR HOLIDAYS.

IN Accordance with Government Notification  
No. 19, the EXCHANGE BANKS will  
be CLOSED for the Transaction of PUBLIC  
BUSINESS TO-DAY (FRIDAY) and TO-

MORROW (SATURDAY), 22nd &amp; 23rd inst.

Hongkong, 18th January, 1909. [202]

P. &amp; O. S. N. Co.

THE Company's Offices will be OPEN  
TO-DAY (FRIDAY) & TO-MORROW  
(SATURDAY), 22nd and 23rd inst., for the  
despatch of the English Mail and CLOSED on  
MONDAY, 25th inst., for China New Year  
Holiday.

E. A. HEWETT,  
Superintendent.

Hongkong, 21st January, 1909. [216]

HONGKONG BENEVOLENT SOCIETY.

THE ANNUAL GENERAL MEETING  
of the HONGKONG BENEVOLENT SOCIETY  
will be held at the CITY HALL, on WEDNES-  
DAY, the 27th inst. at 12 o'clock.

Consul General WILKINSON has kindly consented

to take the Chair.

Hongkong, 20th January, 1909. [211]

H.K.A.A.A.

BROKE CROSS COUNTRY

CHALLENGE CUP, 1909.

THE FIRST of the THREE RUNS in  
connection with the above trophy will  
take place on SUNDAY, January 31st, over a  
Course in Kowloon. Start at 3.30 P.M. from  
the Clunder track. Entries by letter to the  
Undersigned or at the Post.

Entrance Fee \$1.

H. L. O. GARRETT,

Hon. Secretary.

Hongkong, 21st January, 1909. [218]

FRENCH LESSONS.

FRENCH TAUGHT entirely by Con-  
versation and without translation by  
Frenchman (a Teacher in Government Schools)  
and ENGLISH LESSONS by an English  
Lady.

Apply by letter to— B. R.

Care of "Daily Press" Office.

Hongkong, 13th November, 1906. [124]

DAVID CORSAIR &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG &amp; CO.

Sole Agents.

1674]

A BOON TO HONG-

KONG LADIES!

CHEFOO HAND MADE

LACES.

A NEW AND VARIED ASSORTMENT

IN ALL FANCY DESIGNS

OFFERED AT 20 PER CENT.

DISCOUNT OFF MARKED PRICES.

Call and inspect our display.

HOOSAIN-ALI &amp; Co.,

No. 14, Queen's Road Central.

Hongkong, 18th January, 1909. [41]

PHILATELIC NOVELTY

suitable for

NEW YEAR PRESENTS.

Bags of used Postage Stamps.

Containing

All Asiatic Stamps. All Chinese Stamps.

4,000 for \$8.00 4,000 for \$4.50

3,000 " 7.00 3,000 " 3.50

2,000 " 5.00 2,000 " 2.50

700 " 2.00 1,000 " 1.50







## SHIPPING.

## ARRIVALS.

CHOYHANG, British str., 1,424, A. E. Sandbach, 21st Jan.—Shanghai via Ferte 16th Jan.  
General—Jardine, Matheson & Co.  
DEVANAH, British str., 4,875, W. Hayward, 21st Jan.—Bombay 6th Jan., Mails and General—P. & O. S. N. Co.  
KANGHOW, British str., 1,216, Monkman, 20th Jan.—Chinkiang 17th Jan., General—Butterfield & Swire.  
TAMBA MARU, Japanese str., 6,133, C. H. Butler, 21st Jan.—Singapore 15th January, General—N. Y. K.

## CLEARANCES.

## AT THE HARBOUR MASTER'S OFFICE.

21st January.  
Choyang, British str., for Canton.  
Devanah, British str., for Canton.  
Kamano Maru, Jap. str., for Manila.  
Tamba Maru, Jap. str., for Yokohama.  
Shochu Maru, Jap. str., for Swatow.  
Wakematsu Maru, Jap. str., for Kutchinotze.  
Yedun, Swedish str., for Shanghai.

## DEPARTURES.

21st January.  
ANGHIN, German str., for Bangkok.  
CHOSHUN MARU, Jap. str., for Swatow.  
CLARA JESSEN, German str., for Saigon.  
DAGNA, Norwegian str., for Cebu.  
GLORIALOON, British str., for Amoy.  
GLORIALUE, British str., for Shanghai.  
HAINUN, British str., for Swatow.  
HONGKONG, French str., for Haiphong.  
HOPSON, British str., for Saigon.  
KWONGSANG, British str., for Shanghai.  
LOONGSANG, British str., for Manila.  
MUNCASTER CASTLE, Br. str., for New York.  
PERSIA, Austrian str., for Singapore.  
RUBI, British str., for Manila.  
SUNGKIAN, British str., for Cebu.  
TAIKOSAN MARU, Jap. str., for Kutchinotze.  
VICTORIA, Swedish str., for Saigon.

## SHIPPING REPORTS.

The British str. Choyang reports: Fine clear weather, light N.E. wind.  
The British str. Kancho reports: Moderate S.W. winds to Lamook, thence to Port variable winds and dull overcast weather.

## VESSELS IN DOCK.

January 21st.  
ABERDEEN DOCK.—  
KOVLOON DOCK.—Michael Jensen, H.M.S. Whiting, Hongkong.  
COSMOPOLITAN DOCK.—Helene.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship.

"DELHI."  
Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this Office for Bombay, &c., on SATURDAY, the 23rd January, at Noon, taking passengers and cargo for the above ports in connection with the Company's "Victoria," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "ARCADIA" due in London on the 6th March, 1909.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
B. A. HEWETT,  
Superintendent.  
Hongkong, 12th January, 1909. [1]

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship.

"CARNARYONSHIRE," will be despatched for the above Ports about end of January, 1909.  
For further particulars, apply to  
SHEWAN, TOMES & Co., Agents.  
Hongkong 25th December, 1908. [117]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship.

"EASTERN," Captain McArthur, will be despatched as above on WEDNESDAY, 3rd Feb., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 13th January, 1909. [181]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK, (With Liberty to Call at the Malabar Coast.)

THE Steamship.

"HEADLEY," will be despatched for the above Ports on FRIDAY, the 12th February, 1909.  
For Freight, apply to  
ARNHOLD, KARBURG & Co., Agents.  
Hongkong, 15th January, 1909. [198]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SUNDA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 27th inst.
LONDON, LONDON & ANTWERP	CARNARYONSHIRE	Brit. str.	—	Wellenden	SHEWAN, TOMES & Co.	End of January.
HABE & HAMBURG via STRAITS, &c.	BARCELONA	Ger. str.	k.w.	Potter	McGREGOR BROS. & GOW	On 23rd inst.
HABE & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Potter	HAMBURG-AMERICA LINE	On 30th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	ANDALUSIA	Ger. str.	k.w.	Potter	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, HAVRE & COPENHAGEN	YEDDO	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, &c. via PORTS OF CALL	SYDNEY	Ger. str.	—	Rehmat	MELCHERS & Co.	Middle of February.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	MESSAGERIES MARITIMES	On 2nd inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	R. Somme	NIPPON YUSEN KAISHA	On 3rd inst., at 1 p.m.
MARSEILLES & LONDON via BOMBAY	MACDONIA	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 17th inst., at 1 p.m.
GENOA & BORDEAUX	BENVOLIC	Brit. str.	—	Webster	GIBB, LIVINGSTON & Co.	On 20th inst., at 1 p.m.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	About 23rd inst., at 1 p.m.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 27th inst., at Noon.
NEW YORK	ARAGONIA	Ger. str.	k.w.	G. Rott	HAMBURG-AMERICA LINE	On 10th inst.
BOSTON & NEW YORK	EMERALD	Brit. str.	2 m.	—	ARNHOLD, KARBURG & Co.	On 31st inst.
WANTOUVER via SHANGHAI JAPAN &c.	EMERALD OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 12th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AKI MARU	Jap. str.	—	J. Nagao	CANADIAN PACIFIC R. Co.	On 23rd inst., at 7 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	SUTERIC	Brit. str.	—	W. Shotton	NIPPON YUSEN KAISHA	On 2nd inst., at Noon.
AUSTRALIAN PORTS via MANILA	IYO MARU	Jap. str.	—	S. J. G. Parson	DOUGLAS, LAPELLE & Co.	On 11th inst.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	EBING SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	On 23rd inst., at 5 p.m.
AUSTRALIAN PORTS via MANILA	BARTON	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 3rd inst., at Noon.
ROBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAMATO MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 23rd inst., at 1 p.m.
YOKOHAMA	YAMATO MARU	Jap. str.	—	R. Swain	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
YOKOHAMA	YEDDO	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA	CHOYHANG	Brit. str.	—	Sandbach	MELCHERS & Co.	About 19th inst.
YOKOHAMA	FOOSHING	Brit. str.	—	T. Arthur	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
YOKOHAMA	CHENAN	Brit. str.	1 m.	Habel	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 p.m.
YOKOHAMA	SAXONIA	Ger. str.	k.w.	J. Kirchner	HAMBURG-AMERICA LINE	On 27th inst., at 4 p.m.
YOKOHAMA	P. E. LUTFOLD	Ger. str.	1 m.	J. C. Richards	MELCHERS & Co.	About 28th inst.
YOKOHAMA	MOYORI MARU	Jap. str.	—	G. Philipps	NIPPON YUSEN KAISHA	On 30th inst.
YOKOHAMA	NORR	Brit. str.	—	Ailand	P. & O. S. N. Co.	On 1st inst., at Noon.
YOKOHAMA	SALAZIE	Brit. str.	—	M. B. Lake	MESSAGERIES MARITIMES	On 4th inst., at Noon.
YOKOHAMA	NAMSHAN	Brit. str.	—	Malchow	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
YOKOHAMA	DOHTRUND	Ger. str.	k.w.	P. J. van Emmerick	HAMBURG-AMERICA LINE	On 10th inst.
YOKOHAMA	CHENAN	Brit. str.	—	I. Sakurai	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA	THILATAP	Dut. str.	—	L. Sakurai	OMURA SHOSHIN KAISHA	To-day, at 8 a.m.
YOKOHAMA	SHANGHAI MARU	Jap. str.	—	P. H. Rolfe	OMURA SHOSHIN KAISHA	On 24th inst., at 9 a.m.
YOKOHAMA	DAIJIN MARU	Jap. str.	—	R. Rodger	DOUGLAS, LAPELLE & Co.	On 28th inst., at Noon.
YOKOHAMA	HAICHING	Brit. str.	2 h.	A. W. Unterbridge	DOUGLAS, LAPELLE & Co.	On 28th inst., at 8 p.m.
YOKOHAMA	TEAN	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
YOKOHAMA	YUNSHANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
YOKOHAMA	ZAFIRO	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 2nd inst., at Noon.
YOKOHAMA	TAMING	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at 4 p.m.
YOKOHAMA	LOONGSANG	Brit. str.	—	H. W. Almond	SHEWAN, TOMES & Co.	On 6th inst., at Noon.
YOKOHAMA	RUBI	Brit. str.	—	F. Semblil	MELCHERS & Co.	Beginning of February.
YOKOHAMA	KUDAT & SANDAKAN	Brit. str.	—	S. Sato	NIPPON YUSEN KAISHA	On 25th inst.
YOKOHAMA	BOHNEO	Ger. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	On 27th inst., at Noon.
YOKOHAMA	YETSOFT MARU	Jap. str.	—	de Brouwers	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
YOKOHAMA	ARRATON AFGAR	Brit. str.	—	—	—	Quick despatch.
YOKOHAMA	FOOKSANG	Brit. str.	—	—	—	—
YOKOHAMA	TIEMAH	Dut. str.	—	—	—	—

## NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wed. day, 27th Jan. at Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 29th Jan. at 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Thursday, 28th January.
KUDAT & SANDAKAN	"BORNEO"	Beginning of February.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 22nd January, 1909. 5

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., SEATTLE & TACOMA  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	5,232	W. Shotton	On 11th February
GYMERIC	4,002	J. C. A. Hall	On 11th March
KUMERIC	6,232	F. S. Cowley	On 8th April
INVERIC	4,789	R. J. Howie	On 6th May

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.  
PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to  
DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.  
Hongkong, 8th January, 1909. 8

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SALAZIE"	On 1st inst. P.M.
MARSEILLES via PORTS	"SYDNEY"	On 2nd inst. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 15th inst. P.M.
MARSEILLES via PORTS	"POLYNESIE"	On 16th inst. 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to  
P. DE CHAMPMORIN, AGENT,  
Hongkong, 19th January, 1909. Queen's Building. 2

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE" Saving 5 to 10 days Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	SATURDAY, 13th Feb.	5th March
"EMPRESS OF JAPAN"	6,000	TUESDAY, 2nd March	26th March
"EMPRESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April
"EMPRESS OF CHINA"	6,000	TUESDAY, 30th April	30th April
"EMPRESS OF JAPAN"	6,000	SATURDAY, 1st May	22nd May
"EMPRESS OF INDIA"	6,163	TUESDAY, 11th May	4th June

"EMPRESS" Steamships will depart from HONGKONG at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class via Canadian Atlantic Route or New York £71.10 and 1st Class Railway "£40" "£42.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates according superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Fray, opposite Blake Pier. 7

## VESSELS ON THE BERTH

## "GLEN" LINE OF STEAMERS.

For GENOA, LONDON AND ANTWERP.

THE Steamship

"GLENAVON,"  
Captain Wolfenden, will be despatched as above on MONDAY, the 25th January, 1909.  
For Freight apply to  
McGREGOR BROS. & GOW,  
Hongkong, 5th January, 1909. [145]  
For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON AFGAR,"

Captain A. Stewart, will be despatched for the above Ports on WEDNESDAY, the 27th inst., at Noon.  
For Freight or Passage, apply to  
DAVID SASSON & Co., Ltd.,  
Hongkong, 21st January, 1909. [200]

## SELF CURE NO FICTION!

## MARVEL UPON MARVEL!

## NO SUFFERER

## NEED NOW DESPAIR,

## but without running a doctor's bill or falling into

## the deep ditch of quackery, may safely, speedily

## and economically cure himself without the know-

## ledge of a second party. By the introduction of

## this new FRIENDLY REMEDY

## THERAPION

## a complete cure is brought in this

## department of medical science, whilst thousands have

## been restored to health and happiness who for

## years previously had been merely dragging out a

## miserable existence.

## THERAPION No. 1—A Sovereign

## Remedy for diarrhoea, suppurating in-

## fections, the use of which does irreparable harm by

## laying the foundation of stricture and other

## serious diseases.

## THERAPION No. 2—A Sovereign

## Remedy for discharges, suppurating in-

## fections, and all those complaints which involve

## the urinary system, and which are so generally

## supposed to cure. This preparation purifies the

## whole system through the blood and thoroughly

## eliminates all poisonous matter from the body.

## THERAPION No. 3—A Sovereign

## Remedy for debility, nervousness, impaired

## vitality, deep sadness, distress and incapacity for

## business or pleasure, loss of appetite, blurring

## of vision, pains in the back and head, and all

## disorders resulting from dissipation, early ex-

## cesses, etc., which the faculty superstitiously

## believes to be incurable or even fatal.

## THERAPION is sold by all Chemists

## and Druggists, and is the only one of the three

## THERAPIONS which is sold by the Government

## Stamp (in white letters on a red ground) and

## to every package by order of His Majesty's Hon.

## Commissioner, and without which it is a forgery.

## Sold by all principal Chemists.

## 81

## KEATING'S

## LOZENGES

## CURE THE WORST COUGH

## SOLD IN BOTTLES EVERYWHERE

## SAVARESSE'S

## SANDAL

## CAPSULES

## Efficient because absolutely pure

## English Oil. Not made in Germany.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 23rd Jan.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SUNDA	About 27th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NORE	About 30th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 18th January, 1909.

# CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 26th Jan. 3 P.M.
SHANGHAI, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHENAN"	On 27th Jan. 4 P.M.
MANILA	"CHANGSHA"	On 31st Jan. 4 P.M.
MANILA	"TAMING"	On 2nd Febr. 3 P.M.

REDUCED RETURN FARE of \$50.00 available for 6 weeks will be issued for the following Passenger Steamers:—  
"TEAN" leaving Hongkong 26th January.  
"CHANGSHA" " " 31st " " " " 4 P.M.  
"TAMING" " " 2nd February.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
HONGKONG, 22nd January, 1909.

BUTTERFIELD & SWIRE,  
AGENTS.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING VIA SWATOW	"SHOSHU MARU"	FRIDAY, 22nd Jan. at 8 A.M.
TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 24th Jan. at 9 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.  
† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th January, 1909.

T. ARIMA, Manager

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY & FOOCHOW.	TUESDAY, 26th Jan. at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 21st January, 1909.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Tuesday, 26th Jan. Noon.
SHANGHAI	"FOOSHING"	Wed. day, 27th Jan. 3 P.M.
MANILA	"YUENSANG"	Friday, 29th Jan. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Thursday, 4th Febr. Noon.
MANILA	"LOONGSANG"	Friday, 5th Febr. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 9th Febr. Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY 2ND TO 9TH, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.  
\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

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Hongkong, 22nd January, 1909.

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# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 30th Jan. Noon.
RUBI	2540	R. W. Almond	Manila	On 6th Febr. Noon.

As a special inducement to intending Visitors to the Philippine Carnival, we are offering a reduced fare of \$60 for passage to Manila and return by our s.s. "ZAFIRO" sailing SATURDAY, the 30th January.  
Tickets issued at this reduced rate will be available for return by either the s.s. "ZAFIRO" leaving Manila on 7th February or the s.s. "RUBI" leaving Manila on 13th February.  
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SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 22nd January, 1909.

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# PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	About 19th January.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	On 10th February.
MARSEILLES, HAVRE and	"YEDDO"	Middle of February.
COPENHAGEN		

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THE CO'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. Sommer)	On Tues. 26th Jan.
MISHIMA MARU	(Capt. A. E. Moese)	On Wed. 10th Feb.
MIYASAKI MARU	( )	About Wed. 24th Mar.
ATSUTA MARU	( )	About Wed. 21st April.

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Hongkong, 7th January, 1909.

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SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, PENANG, PORE, and PORT SAID	KAWACHI MARU	6101	WED'DAY, 3rd Feb., at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SANUKI MARU	6112	WED'DAY, 17th Feb., at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	AKI MARU	6444	TUESDAY, 2nd Febr. at Noon
KOBE and YOKOHAMA	ITO MARU	6320	TUESDAY, 16th Febr. at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU	5076	FRIDAY, 22nd Jan. at Noon
SHANGHAI & KOBE	YAWATA MARU	3317	FRIDAY, 19th Febr., at Noon
NAGASAKI, KOBE and YOKOHAMA	TAMBA MARU	6134	SATURDAY, 23rd Jan., at Daylight
	YETOPORU MARU	3949	MONDAY, 25th Jan., at Noon
	MOYORI MARU	3255	SATURDAY, 30th Jan., at Noon
	NIKKO MARU	5339	WED'DAY, 17th Febr., at Noon

\* Omitting Yokohama.  
† Fitted with Marconi's System of Wireless Telegraphy.  
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T. KUSUMOTO,  
MANAGER.

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TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.  
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OUTWARD.		HOMEWARD.	
FOR SHANGHAI, YOKOHAMA & KOBE:		FOR ROTTERDAM BREMEN & HAMBURG:	
S.S. SAXONIA	27th Jan.	S.S. C. FERD. LAEISZ	30th Jan.
S.S. DORTMUND	8th Febr.	FOR HAVRE & HAMBURG:	
S.S. SPEZIA	18th Febr.	S.S. BARCELONA	30th Jan.
S.S. JILLYRIA	18th Febr.	S.S. SLAVONIA	23rd Febr.
S.S. SILEBIA	28th Febr.	FOR HAVRE & HAMBURG:	
S.S. AMBRIA	11th March	S.S. ANDALUSIA	27th Febr.
S.S. LIBERIA	19th March	FOR NEW YORK:	
		S.S. ARAGONIA	31st Jan.

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Hongkong, 22nd January, 1909.

Hongkong Office

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	SHANGHAI	First half of Febr.	JAVA	First half of Febr.
TJILATJAP.	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIPANAS	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.
TJIKINI	JAPAN	Second half of Febr.	JAVA	Second half of Febr.
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The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.  
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Hongkong, 21st January, 1909.

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Hongkong, 1st January, 1909.

[1600]

# PASSENGER SEASON 1909.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINCESS ALICE"	10,911	ON MARCH 10TH.
Capt. G. ROY.		
"KLEIST"	9,000	ON MARCH 24TH.
Capt. R. MEYER.		
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.
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Hongkong, 1st January, 1909.

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## THE MAN WHO GAVE GOOD ADVICE.

BY MAURICE BARING.

When he was a child his baby brother came to him one day and said that their elder brother, who was grown up, had got a beautiful small ship in his room. Should he ask him for it? The child who gave good advice said: "No, if you ask him for it he will say you are a spoilt child; but go and play in his room with it before he gets up in the morning; and he will give it to you." The baby brother followed this advice, and sure enough two days afterwards he appeared triumphant in the nursery with the ship in his hands, saying: "He said I might choose the ship or picture-book." Now the picture-book was a coloured edition. Baron Munchausen's adventures; the boy who gave good advice had seen it and hankered for it. As his baby brother had refused it there could be no harm in asking for it, so the next time his elder brother sent him on an errand (it was to fetch a pin-cushion from his room), judging the moment to be propitious, he said to him: "May I have the picture-book that baby wouldn't have?" "I don't like little boys who ask," answered the big brother. And there the matter ended.

The child who gave good advice went to school. There was a rage for stag beetles at the school; the boys painted them and made them run races on a chessboard. They imagined—rightly or wrongly—that some stag beetles were much faster than the stag beetles which were the favourites for the coming races. Another boy called Mason was consumed with longing for this stag beetle, and Bell had said he would give it him in exchange for Mason's catapult, which was famous in the school for the unique straightness of its two prongs. Mason went to the boy who gave good advice and asked him for his opinion. "Don't swap it for your catapult," said the boy who gave good advice, "because Bell's stag beetle may not win after all; and even if it does stag beetles won't be the rage for very long; but a catapult is always a catapult, and yours is the best in the school." Mason took this advice. When the races came off the stag beetles were so erratic that no prize was awarded, and they immediately ceased to be the rage. The rage for stag beetles was succeeded by a rage for secret alphabets. One boy invented a secret alphabet made of simple hieroglyphics, which was imparted only to a select few, who spent their spare time in corresponding with each other by these cryptic signs. The boy who gave good advice was not of those initiated into the mystery of the cipher; but he longed to be. He made several overtures; but they were all rejected, the reason being that boys of the second division could not let a "third division squit" into their secrets. At last the boy who gave good advice offered to one of the initiated the whole of his stamp collection in return for the secret of the alphabet. This offer was accepted. The boy took the stamp collection, but the boy who gave good advice received in return not the true alphabet but a sham one especially manufactured for him. This he found out later; but recriminations were useless, besides which the rage for secret alphabets soon died out and was replaced by a rage for aquariums, news, and natterjack toads.

The boy went to a public school. He was a tag. His tag-master had two tags. One morning the other boy came to the boy who gave good advice, and said: "Clarke (he was the tag-master) told me three days ago to clean his football boots. He's been staying out, and hasn't used them and I forget. He'll want them to-day, and now there isn't time. I shall pretend I did clean them." "No, don't do that," said the boy who gave good advice, "because if you say you have cleaned them he will lick you twice as much for having cleaned them badly—say you forgot." The advice was taken, and the tag-master merely said: "Don't forget again." A little later the tag-master had some friends to tea, and told the boy who gave good advice to boil him six eggs for not more than three minutes and a half. The boy who gave good advice, while they were on the fire, took part in a tag which was going on in the passage; the result was that the eggs remained seven minutes in boiling water. They were hard. When the tag-master pointed this out and asked the boy what he meant by it, the boy who gave good advice persisted in his statement that they had been exactly three minutes and a half in the saucepan and that he had timed them by his watch. So the tag-master ended him for telling lies.

The boy who gave good advice grew into a man and went to the University. There he made friends with a man called Crawley, who went to a neighbouring race meeting one day and lost two or three hundred pounds. "I must raise the money from a money-lender somehow," said Crawley to the man who gave good advice, "and on no account must the Master hear of it, or he would send me down or write home, which would be worse." "On the contrary," said the man who gave good advice, "you must go straight to the Master and tell him all about it. He will like you twice as much for ever afterwards; he never minds people getting into scrapes when he happens to like them, and he like you and believes you have a great career before you." Crawley went to the Master of his college and made a clean breast of it. The Master told him he had been foolish—very foolish; but he arranged the whole matter in such a manner that it never came to the ears of Crawley's extremely violent temper and puritanical father. The man who gave good advice got a "First" in Mods, and everyone felt confident he would get a first in the great tripos; he did brilliantly in nearly all his papers; but during the Latin unseemly and sudden lapse of memory came over him and he forgot the English for "manubise," which the day before he had known quite well means prize-money. In fact the word was written on the first page of his notebook. The word was in his brain, but a small shutter had closed on it for the moment and he could not recall it. His neighbour who translated it, "footy." He copied the word mechanically, knowing it was wrong. As he did so his eye detected and accused of cribbing. He denied the charge; the matter was investigated, the papers were compared, and the man who gave good advice was disqualified. In all his other papers he had done incomparably better than anyone else.

When he left Oxford the man who gave good advice went into a Government office. He had not been in it long before he perceived that by certain simple reforms the work of the office could be done twice as effectively and half as expensively. He embodied these reforms in a memorandum and they were not long afterwards adopted. He became private secretary to Snipe, a rising politician, and persuaded him to change his party and his politics. Snipe, owing to this advice, became a Cabinet Minister, and the man

who gave good advice, having inherited some money, stood for Parliament himself. He stood as a Conservative at a General Election, and spoke eloquently to enthusiastic meetings. The wirepullers prophesied an overwhelming majority, when shortly before the poll, at one of his last meetings, he suddenly declared himself to be an Independent, and made a speech violently in favour of Home Rule and disunion. The result was that the Liberal Imperialist got in by a huge majority, and this man who gave good advice was pelted with rotten eggs.

After this the man who gave good advice abandoned politics and took to finance; in this branch of human affairs he made the fortune of several of his friends, preventing some from putting their money in alluring South African schemes, and advising others to risk theirs on events which seemed to him certain, such as the election of a President or the short-lived nature of a revolution; events which he foresaw with intuition amounting to second-sight. At the same time he lost nearly all his own money by investing it in a company which professed to have discovered a manner of cheap and rapid transformation of copper into platinum. He made the fortune of a publisher by insisting on the publication of a novel which six intelligent men had declared to be unreadable. It was called "The Conscience of John Digby," and when published it sold by thousands and tens of thousands. But he lost the handsome reward he received for this service by publishing at his own expense, on magnificent paper, an edition of Rabelais's works in their original tongue. He frequently spoke winners for his friends and for himself, but any money that he won at a race meeting he invariably lost coming home in the train on the Three Car Trick.

Nor did he lose touch with politicians, and this brought about the final catastrophe. A great friend of his, the eminent John Brooke, had the chance of becoming Prime Minister. Parties were at that time in a state of confusion. The question was, Should his friend ally himself or sever himself forever from Mr. Capax Nisay, the leader of the Liberal-Aristocrat Party, who seemed to have a huge following? His friend, John Brooke, gave a small dinner to his most intimate friends in order to talk over the matter. The man who gave good advice was so eloquent, so cogent in his reasoning, so acute in his perception, that he persuaded Brooke to sever himself forever from Capax Nisay. He persuaded all who were present, with the exception of Mr. Short-Sight, who was a pig-headed man who reasoned falsely. So annoyed did the man who gave good advice become with Short-Sight, and so excited in his reaction, that he finally lost his self-control, and hit him as hard as he could on the head—after Short-Sight had repeated a groundless assertion for the seventh time—with the poker. Short-Sight died, and the man who gave good advice was convicted of wilful murder. He gave admirable advice to his counsel, but threw away his own case as soon as he entered the box himself, which he insisted on doing. He was hanged in goal at Reading. Many people whom he had benefited in various ways visited him in prison, among others John Brooke, the Prime Minister. It is said that he would certainly have been reprieved, but for the intemperate and incoherent letter he wrote to the Home Secretary from prison. "It's a great tragedy—he was a clever man," said Brooke, after dinner when they were discussing the misfortune at Downing-street; "a very clever man, but he had no judgment." "No," said Snipe, whose private secretary the man who gave good advice had been. "That's it. It's an awful thing—but he had no judgment."—Daily Telegraph.

## SLUMP IN SHIPPING.

DRASTIC PROPOSALS.

The depression in the shipping industry, says the London Daily Telegraph, has reached a point which has nearly exhausted the patience of owners. This is made clear from an intimation issued yesterday to the effect that meetings of shipping men are shortly to be held in New-castle and other principal ports, with a view of devising some means of overcoming the present crisis. The feeling is apparently gaining ground that, in face of the situation which confronts them, shipowners must combine in their own defence, and incidentally, discourage further ship-construction. According to one owner, there is at the present time laid up in the ports of the United Kingdom something like a million and a quarter ton of shipping. This may be an over-estimate, but it probably does not seriously exaggerate the position. Every day sees more ships moored to the buoys. The total on the Tyne alone is now put at 120 vessels, mostly tramp steamers under the British flag, but a few liners are included. In the course of only a few days the Tyne figures have jumped from ninety to 120.

LAI-D-UP TONNAGE.

It might be thought that the withdrawal of so much tonnage from the market would favourably affect freights. But, as a matter of fact, it has had no influence in that direction. The ships that are not laid up are earning nothing, and, according to all accounts, would save money if they were idle. In these circumstances it is not surprising that drastic proposals should be put forward. One which is to be formally considered is a scheme by Mr. Leonard MacCarthy, a New-castle shipowner, who suggests the establishment of an international organisation of shipowners for the purpose of restricting the supply of tonnage to the various cargo trades. In a sense he proposes to proceed upon the basis outlined by the Germans, who are apparently quite as badly hit as English shipowners by the prevailing depression. But whereas Herr Ballin, whose interests are confined to liners, suggested that the older classes of passenger ships should be broken up, Mr. MacCarthy does not contemplate proceeding to that extremity. His scheme is for strictly controlling the supply of cargo boats. A representative organisation would, he contends, be able to decide exactly how much tonnage should be allotted to a particular branch of trade, in order that it may obtain remunerative freights, and, every ton in excess of the required quantity would, by his plan, be laid up until things improved. This, according to the respective fleets of cargo-boat owners. The scheme implies, of course, that both British and foreign shipowners would be ready to place their interests in the hands of a combination commanding their confidence.

THE CARGO LINE.

This idea of laying up tonnage by agreement among shipowners is by no means new, but it has usually been associated with a proposal that the owners of idle ships shall receive compensation from those which are permitted to trade. The danger has, however, always been that the owners of ships of a less modern type would be quite willing to see their idle while boats of a more up-to-date character were earning freight in which they would share. Mr. MacCarthy's proposal is to get over that difficulty by allowing no compensation whatever to laid-up shipping, and, where an owner has only one vessel, to meet his case by a reduction in the period of enforced idleness. But it is confessed that there will be still greater difficulty in dealing with the case of the cargo

liners, whose business it is, naturally enough, to get as much trade as possible at the expense of the tramp interest. It is here that Mr. MacCarthy is primarily moving. This is the very difficulty which the Germans underestimated when their plan was put forward. In their case the proposal was, by the way, that shipbuilders should be compensated for agreeing to build no more vessels just at present. Mr. MacCarthy's scheme would leave the shipbuilder to his fate, the view being that a strict regulation of the tonnage available for particular trades would give owners no excuse for ordering new vessels.

A DEPERATE POSITION.

It is a significant proof of the severity of the depression that it should even be proposed to bring a scheme of this kind to the formal notice of British shipowners. When, two or three months ago, some such project was outlined in Germany, the disposition among British

shipowners was to regard it as wholly unwelcome. But since then matters have gone from bad to worse, until many British shipowners are disposed to agree that there is no reason why theirs should remain the only business in the world which is practically unorganised. Here and there, it is true, an effort has been made to bring about an improvement of freight by a combination affecting a particular trade, but the immense quantity of tonnage available has always put the "cure" into other people's hands. A really good combination has never been tried. How far it is possible to bring about a thoroughly comprehensive organisation of British and foreign shipping interests in the cargo-carrying trade still remains to be seen, but the gatherings which are to be held in the principal ports may, thanks to the desperate position of the industry, perhaps bring into line those who have hitherto seen no reason for standing shoulder to shoulder.

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"I herewith enclose you one of my latest photographs, which will show you what Newbro's Herpicide has done for my hair. Since using your remedy my hair is much longer than it was, and it has that lustre to it that once hair always has when the scalp is in a healthy condition." (Signed) Miss MADELINE CLUTTER No. 3953, Michigan Avenue, Flat 210, Chicago, Illinois.

The immense popularity of Newbro's Herpicide, particularly among the better class, is due to the fact that it never disappoints. It does all and more than is claimed for it.

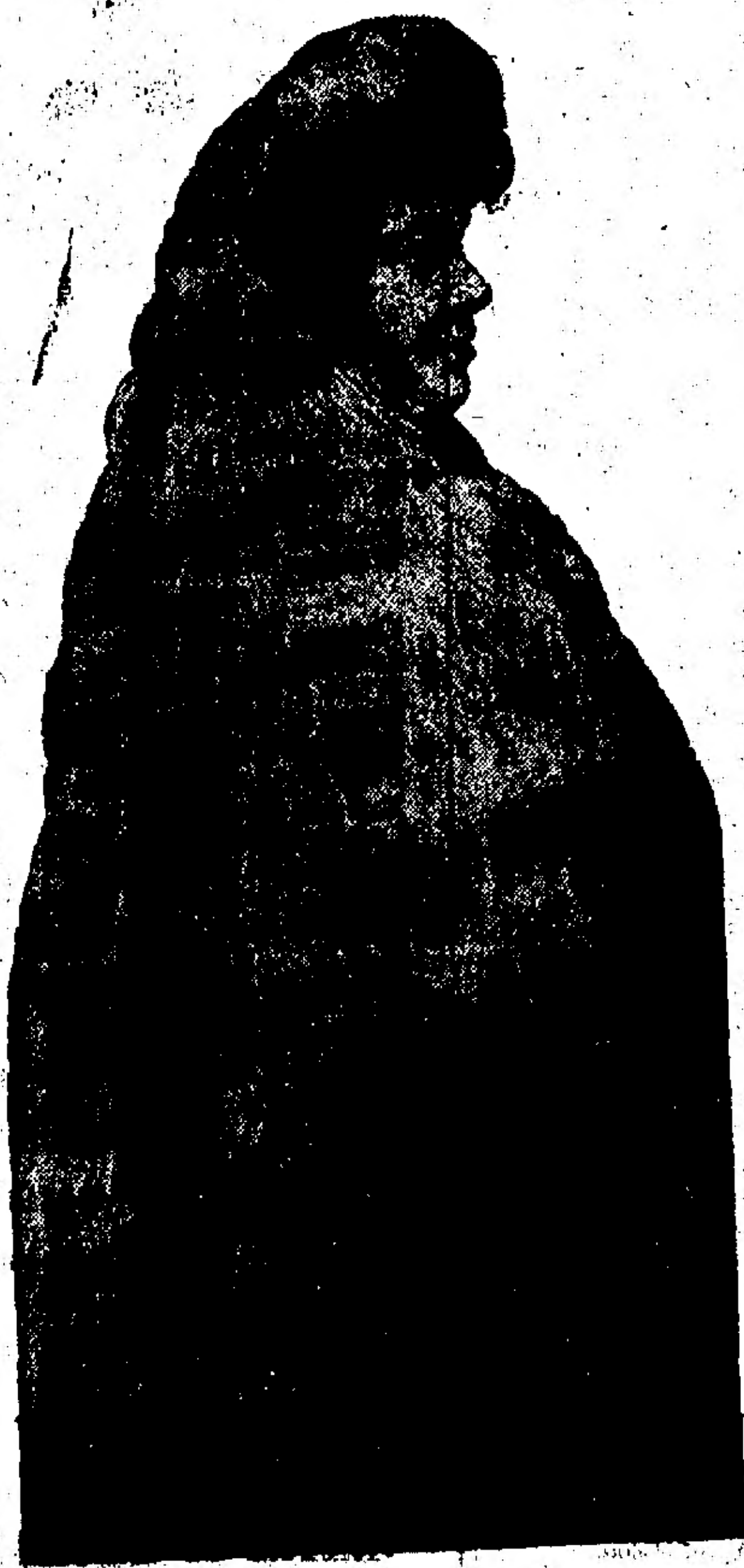
Its delightful fragrance, perfect clearness and freedom from grease or oil, appeal to the discriminating, and its cleansing, refreshing and health-giving effect upon the scalp is immediately apparent.

Herpicide makes the hair light and fluffy and gives it a silken gloss.

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## BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WATSON'S STAMP OF THE UNION DES PROPRIETAIRES. (2) A BLUE PAPER WRAP AROUND THE BOTTLE.

OLETEAS is a CHERRY and MINT cordial which surpasses all others by its purity and delicious preparation. To be taken on a lump of sugar.

AGENTS: TALLBROCK, MACCARTHY & Co., HONGKONG.



